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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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PORTLAND CEMENT.
In Casks 375 lbs, net \$4.75 per cask ex Factory.
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Hongkong, 1st October, 1905.

[a2771]

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Hongkong, 25th October, 1905.

[19]

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of Furniture.
Apply—

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KOWLOON.
Hongkong, 7th March, 1906.

[570]

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fitted with superior bath and with hot
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Servants' Quarters. Can be used as one dwel-
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SHEWAN, TOME'S & CO.

Hongkong, 16th March, 1905.

[571]

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G EO. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905.

[135]

MAIL TABLES
AS OFFICIALLY PREPARED
FOR 1906.

Showing the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of departure of the Mails from Europe
and America and the dates on which they are
due to reach Hongkong. A Special Table is
devoted to the Parcels Post to and from
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8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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9.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 8.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. on a half hour.

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pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 18th July, 1905.

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No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA,
TRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited
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[a499]

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
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HONGKONG AGENTS.

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WE have just landed a large consignment of Photographic Goods. We invite you to come
and inspect our new stock.

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THE FINEST SELECTION OF

AXMINSTER, WILTON,
VELVET PILE &
BRUSSELS CARPETS.

EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,
WOVEN IN ONE PIECE WITHOUT SEAM.

DURING MARCH ALL CARPETS WILL BE MADE AND
FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.

Hongkong, 20th December, 1906.

[a33]

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LAHMEYER ELECTRICAL CO. LTD.
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THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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SOLE AGENTS—

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Hongkong, 1st March, 1906.

[a34]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

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AGENTS: F. BLACKHEAD & CO.

[a305]

Hongkong, 16th August, 1905.

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Kingdom. Forms of application and all
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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

131 Bedrooms

Elegantly Furnished Reception Rooms

Private Bar and Billiard Rooms for Hotel
Residents

Hydraulic Lifts to each Floor

Electric Lighting and Fans

Every Comfort

Ladies' Afternoon Tea Rooms

Ladies' Cloak Rooms

Matron in attendance

CHARGES MODERATE, AND NO EXTRAS

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to—
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Hongkong, 24th July, 1905.

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HAS been re-opened under European
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All comforts of a home.

A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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One steamer (as "Heungshau"), daily to and
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HIS EXCELLENCE THE
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dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of THE PRESS should be
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London, Telephone No. 12

MARRIAGES.

On February 1st, at St. Peter's, Luton Place,
Edinburgh, by the Rev. E. Dawson, THOMAS
ALEXANDER WEBSTER, second son of the late Mr.
CAMPBELL WEBSTER, accountant, Commercial
Bank of Scotland, Arbroath, and MARIANNE MAR-
KABLE (Smyth), elder daughter of the late JOHN
FREDERICK THOMAS MARKABLE, accountant,
General Post Office, Edinburgh.On February 27th, at the Cathedral of the
Good Shepherd, Singapore, Mrs. I. JOAQUIM, wife
of the late J. P. JOAQUIM, Esq., of Singapore, to N.
WRIGHT MCINTYRE, of Penang.HONGKONG OFFICE: 10A, DES VIEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 8TH, 1906.

WHAT we took occasion to indicate when
the subject of Chinese labour in the Trans-
vaal was first pushed to the front in certain
quarters in England is now recognised,
namely, that the matter was dealt with
simply with the view to party politics, and
as a means of influencing a large section of
the British public in connection with the
prospective general election. Now that that
has actually taken place, the manner in
which the labour question in South Africa
has been handled has become abundantly
manifest. The prejudices of the working
classes were played upon by making it
appear that the Chinese labourers were an
undue competition with "white labour,"
and a number of well-meaning persons who
knew nothing of the actual facts were stirred
up by the assertion that the employment of
the Chinese was nothing more nor less than
a system of slavery. Both these cries, if
they could be kept up long enough, were
calculated as likely to have considerable effect
upon the elections, and the event has proved
that this calculation was correct. The
Liberal Government was indeed so anxious
to make full use of this appeal to popular
feeling that it did not wait for the elections
to come off to take definite action in the
matter. Before the dissolution of Parliament,
they actually went the length ofissuing an order that Chinese emigration
should be at once stopped. This hurried
action, however, had very speedily to be
modified. It was discovered (as might
easily have been known from the first, if
the slightest pains had been taken to
ascertain the true position) that a summary
prohibition of the emigration could not be
effected without conflict with constitutional
principles and incurring a risk of liability
to damages in regard to such emigrants as
had been arranged for. A further difficulty
arose, namely, that such action amounted
to an actual ignoring of the signature of
the GOVERNOR of the Transvaal to licenses
to import Chinese already issued. In
regard to this latter point, Lord SELBORNE,
the Governor, acted with unexpected
promptitude, and plainly told the Home
Government that if such a course were
adopted, he would resign his office. In
this, as it turned out, he was cruel only
to be kind, and he really did the Government
an excellent turn by pointing out to them
in an unmistakable manner the false
attitude in which they had placed themselves.
A retreat was accordingly made
from this untenable position, and they had
to modify their declaration that they would
put an end to Chinese immigration alto-
gether to a statement that they would do
so "as far as possible"—a very safe position
to retreat to. But to this there was added
an important rider, namely, that the matter
was one which must be settled by the
Transvaal, to whom responsible Government
must be given without delay, and with
whom the Home Government would not
then interfere—a proposition so mani-
festly correct that the only regret is that it
was not acted upon at an earlier stage of
proceedings. To anyone who knew the
state of the Transvaal as to internal gov-
ernment it must have been apparent that
the claim which was made by those who
were then members of the Opposition in
Parliament to interfere in this matter was
in essentials as unreasonable as it would
have been to make such a claim if the
Transvaal actually had representative
government at the time. From the necessity
of the position after the war, it was mani-
festly impossible at once to grant responsible
government, but the greatest care was
taken to consult the views of the public,
and this had been done with respect to the
Chinese as well as other questions. For
the Home Government under such circum-
stances to go against the decision which had
been arrived at by the Governor and which
had been endorsed by the local semi-
Representative Legislative Council, was as
much an interference with the reasonable
rights of the Colony to decide as to its own
internal affairs as if it actually had responsible
government at the time. One thing was
apparent to all who knew anything about
the Transvaal, namely, that the granting of
responsible government (though a measure
which must and would come in due time) ought
not, upon all grounds of prudence, to be
pressed forward unduly. But the old
extreme Dutch Party, which is still powerful,
were most anxious to have representative
government as early as possible for precisely
the reasons which made it dangerous to
grant it until affairs had become more
settled. This Party was shrewd enough to
recognise their opportunity; and by their
agents in South Africa and at Home kept
up the cry against Chinese labour, being
perfectly aware that a permanent solution
of the difficulty as they represented it could
only be found in granting the Transvaal
representative institutions. Events have
proved that they calculated quite correctly.
We now find this is exactly the position
taken up by Sir HENRY CAMPBELL-BANNER-
MAN. He frankly announces that the diffi-
culty must be settled this way, and that
representative government being given to
the Transvaal, the affair will become one for
which the Imperial Authorities will be in no
way responsible—thus arriving precisely
at the point to which the astute Dutch leaders
from the first int ended to lead him.But what becomes of the charge that the
immigration system was one of slavery after
this admission? If this were true, there
is a ground, and a very just one, for the
Imperial Government interfering not only
in a Crown Colony but in any other Colony
under British rule. The declaration that
the matter can be left to the Transvaal is,
therefore, an admission that the statements
about slavery which were not only adopted
but over and over again emphasised by Sir
HENRY CAMPBELL-BANNERMAN are either
grossly exaggerated or utterly un-
founded. It would, however, seem that
some of Sir HENRY's adherents are
sensible of this weakness in the attitude
now adopted. We find that Mr. HENRY
GLADSTON in speaking at Harrogatestated "the slave conditions of the Chinese
have been improved owing to the
attacks made upon the late Government,
but if it were shown that the conditions still
amounted to slavery, it would be the duty
of the Imperial Government to see that the
conditions made were such as could be
tolerated by a Christian Government. The
present Government had done something
towards this end and would do more if
they could." We should think so!Only one fatal case of plague was notified
yesterday.The population of Osaka—the Manchester
of Japan—has doubled in ten years. It is now
about 1,268,000.A London telegram announces the death of
Mr. McCall, president of the New York Life
Insurance Company.The Bishop of Victoria and Mrs. Hoare
return to Hongkong this morning per the P.
and O. Ocean.General Lissitch lost mouth transferred
the command of the troops in Transbaikalia
to General Grodetsk.The final official memorandum upon the
Indian cotton crop of the current season places
the total outturn at 3½ million bales against
3½ last year.Christie, who has earned a fair reputation in
the boxing ring in China, has been boxing
recently at Rangoon, where he was beaten by a
soldier named Morris.A lecture will be given in the Institute at
Volunteers' Headquarters this evening at 5.30
p.m. by Sergt. White, R.G.A., to assist N.C.O.s
in their examination for proficiency."Community Life in the East" is the subject
of an address which the Rev. T. W. Pearce has
undertaken to deliver at the meeting of the
Union Church Literary Club meeting this
evening.The subject of debate at a recent meeting of
the Seoul Y.M.C.A. was "That the mouth of a
chicken is better than the tail of a bull." A
report of the decision of the meeting on this
momentous question is not yet to hand.The following press communiqué was recently
issued at Calcutta:—A case having recently
occurred in which a retired British officer
crossed the Kashmir frontier to shoot in the
Chinese Pamirs in contravention of the orders
of Government, the Government of India have
issued instructions that the officer shall not be
allowed to enter Kashmir again or to cross the
land frontier of India in any direction.The Times, announcing its intention to support
the new Government in all international
affairs, in accordance with its traditional
position, says that the worst conceivable
Government is still the British Government
for the time being, and is the only agency from
which any defence of British interests can be
obtained. For that reason patriotism requires
that it should be supported, even while in other
spheres every effort may be put forth to replace
it by a better one.It has been decided that service with the
Tibet mission escort is to be considered as war
service, and recorded in the Army List and
elsewhere accordingly. The record will be as
follows:—Tibet, 1903-04, for all who served
with the escort between December 13, 1903, and
September 23, 1904, followed, when necessary,
by a reference to any of the particular operations
specified in the case of those who actually
took part in them:—(1) action at Niani, June
26, 1904; (2) operations at and around
Gyantse between May 5 and July 6, 1904; (3)
march to Lhasa, July 14 to August 3, 1904.The following press communiqué was recently
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Chinese Pamirs in contravention of the orders
of Government, the Government of India have
issued instructions that the officer shall not be
allowed to enter Kashmir again or to cross the
land frontier of India in any direction.Prince Arthur of Connaught has been
exceptionally favoured in Japan. Among his
experiences his diary doubtless will contain
records of severe shocks of earthquake which
were experienced in the neighbourhood of Tokyo
on the 23rd, 24th and 25th inst.The competition, open to all units, for the
cup presented by H. E. the General Officer
Commanding, takes place on the afternoon of
Saturday, April 7th. The Commandant of the
Volunteer Corps hopes that members will
endeavour to enter a strong team, at least 30
names should be sent in to form a team.The dividend paid by the Hotel des Colonies,
Tientsin, for the year was 11 per cent., and
Tls. 474 carried forward to next account. High
prices—and a bonus of Tls. 400—was given to
the general manager, Mr. Davies; and it was
resolved to change the name of the company to
that of "The Grand Hotel Co., Ltd." The new
building will be ready early this summer;
and the Peitaiho Hotel is to be purchased from
Mr. Banks for Tls. 11,000.The council of the Drapers' Chamber of
Trade has from time to time called the attention
of manufacturers and others to the advisability
of delivering goods to the retailer ready
measured, and packed; but up to the present
nothing of a practical nature has resulted there-
from, the reason being that no machine could
be found capable of fulfilling the necessary
requirements. The secretary of the chamber
informs the Times that a machine has at last
appeared, which it is believed, will meet with
approval by manufacturers, wholesalers, and
retailers alike, both as regards efficiency and
price.The general offices of Messrs. Smith, Bell
and Company in the large building at the
corner of Calles Cárdenas and Muelle del Rey,
Mauritius, was the scene of a fire recently.
Shortly before five o'clock an alarm was sent in
and a chemical engine responded in double
quick time. The fire-fighters found clouds of
smoke issuing from the offices. The fire was
confined to a room adjoining the shipping
department, situated on the ground floor of the
building, in which was stored oils, paints, and
supplies for the fleet of Smith, Bell, launches,
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THE HONGKONG FIRE INSURANCE CO., LTD.

The thirty-seventh ordinary general meeting of this Company was held at the office of the general managers, Kings Buildings, at noon yesterday. Hon. Mr. C. W. Dickson presided, and there were also present—Sir Paul Chater, C.M.G., Messrs. H. P. White, E. Maitland (consulting committee), G. T. Voitch (secretary), C. N. Young, J. J. Leiria, S. H. Michael, Ho Chin-shiu, E. J. Moses, W. H. Wickham, Ho Pook, Wong Leung-him and Captain W. E. Clarke.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen.—The report and accounts having been in your hands for some days, with your permission we will take them as read. Until within a few days of the closing of the account we had hoped to show a very much better result for 1905, but unfortunately by the occurrence of a serious fire in Ceylon, the aspect of the account is completely changed and the amount available for distribution amongst shareholders is £1,000.

You will have observed that the amount of the head of Japanese Government deposit stand in the balance sheet at \$11,200 against \$12,479.59 in the previous year. It was recommended by the auditors that these bonds should be written down to their reasonable value at par of exchange, and this has been done, the difference being debited to exchange account. I am able to report that our surveyors are perfectly satisfied that all mortgages show ample margin against the sums advanced. As regards the 1905 account, the balance shown at credit is the largest in the history of the Company, and if only outstanding risks continue to run off with no more than an average of losses, we should have a satisfactory account to present to you twelve months hence.

There is nothing further, it occurs to me, to add with reference to the accounts, but I shall be happy to reply to any questions appertaining to same which any shareholder may wish to ask.

No questions were asked, and the CHAIRMAN proposed that the report and accounts be adopted and passed.

Captain CLARKE seconded, and the proposition was agreed to unanimously.

The CHAIRMAN moved, and Mr. LEIRIA seconded, that Sir Paul Chater and Messrs. White, Maitland and Raymond be re-elected to serve on the consulting committee. Carried.

Messrs. W. H. Potts and T. Arnold were re-elected auditors, on the motion of the CHAIRMAN, seconded by Mr. MOSES.

The CHAIRMAN said:—That is all the business, gentlemen. Dividend warrants will be ready at ten o'clock to-morrow. I thank you for your attendance.

Mr. WICKHAM.—Before we part I should like to propose a vote of thanks to the general managers and the staff for the way in which they have carried on the business of the company not only for this but in previous years. I understand the secretary is shortly leaving us for home, and I am sure I am only voicing the good wishes of the shareholders in proposing a vote of thanks to him for his able services during the years he has been connected with the Company, and wishing him a happy and prosperous time in his retirement (applause).

The CHAIRMAN—I am glad to have the opportunity of endorsing the appreciative remarks which have fallen from Mr. Wickham as regards the services of Mr. Voitch, who we regret is leaving us after a very long connection with the Company.

Mr. VETTER.—Gentlemen, I am very much obliged for the kind words spoken in appreciation of my services. You have my best wishes, and I trust the Company will have many, many years of prosperity.

GREEN ISLAND CEMENT CO.

An extraordinary general meeting of this Company was held at the office in St. George's Building yesterday morning. The Hon. Mr. R. Shaw occupied the chair, and there were present—Messrs. A. Babington, A. G. Somerville, T. Hough, P. C. Potts, E. J. Moses, Captain Clarke, G. Murray Bain, with the secretary, Mr. R. Henderson.

The special business was to pass the special resolution which was read by the Secretary as follows—

"That the capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 new shares of \$10 each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's register of shareholders on the first day of July, 1906, in the proportion of one new share for every three old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new share to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said new shares be disposed of by the general managers in accordance with the Company's articles of association."

The CHAIRMAN—I propose that.

Mr. HOGH.—I second it. Comment is absolutely unnecessary.

The motion was carried to.

The CHAIRMAN.—The next meeting for the confirmation of the resolution will be held on 24th March. We have to keep an interval of fourteen days, by law.

This was the business.

M. A. K. D., representing the well-known Calcutta firm of *Locke & Dutt & Co.*, whose chutneys, Indian *curry* jams, saucers, pickles, jellies and condiments are widely and favourably known, especially by Anglo-Indians, is now in Hongkong and has sent us a sample box of the firm's manufacture. Their excellence is sufficiently attested by the fact that no fewer than thirteen gold and silver medals have been awarded the firm. As most already know, the firm's brands are obtainable on the principal local stores and they need only to be better known beyond India to ensure a larger demand.

REVIEWS.

Who's Who for 1906 is bigger and more valuable than its predecessors. New and interesting additions are made this year to many of the biographies and a number of other details have been introduced which increase the usefulness of the book. Its accuracy is maintained and the best testimonial to the production is the fact that it has become almost indispensable. The publishers, Messrs. A. and C. Black, of Soho Square, London, are to be congratulated on their work.

The *Daily Mail Year Book* makes its sixth appearance. It is described as "a handbook to all the questions of the day for 1906." Useful information is given on a variety of topics, and as a book of reference will doubtless be found acceptable to a large number of those interested in home and foreign politics.

The claim that *Whitaker's Almanack* is "the best, the most complete, the cheapest, and the most useful" Almanack in existence is undoubtedly a bold one, but a portion of the issue for 1906 certainly tends to give some support to the statement. A vast amount of information is given in a very concise form, and the volume has the merit of being carefully revised.

The February number of the *Nautical Magazine* has come to hand. It has much to interest officers of the mercantile service, R. N. Reserve and yachtsmen, both of a technical and discursive nature. Among its more serious articles are "Seamen and the Fiscal Policy," "Shipping in Mauretania," "The Premium Apprentice Indentures," with in lights and attractive vein are such contributions as "Launching Ceremony and Customs," "The Story of the Flag," and "Sav Terms in Common Use," besides personal notes and other items of interest to all. The publishers are Messrs. James Brown and Son, Pollockshields, Glasgow.

The *Cosmopolitan* fails fair to realize the expectations which were formed when its unorthodox and original pages were first placed under our eyes. The sixth number preserves the same bright and gay characteristics of the earlier issues and at the same time introduces articles which will interest in commercial circles such for instance as that on "Public Companies." The illustrations are still an attractive feature of the publication, the snapshots and sketches being decidedly good. Hongkong people will read with interest "Letters from Amelia." The writer, in gossiping style, talks about her pleasant time here, and reproduces some good snapshots, one of which, however, seems to require explanation. She would have us believe that she took a photo from a Fong's studio, but as it includes a view of the front of these premises, the inference is that the photographer must have been on the other side of the road. It is perhaps ungracious to call a lady in question, but when the fair writer exposes herself to suspicion she has only herself to blame. Under the title of "Towards the Centre of the Earth," a trip to Chinhwangtu is described, the snapshots introduced having a portrait of Major Nathan (brother of H. E. the Governor).

ENCOURAGING COMMERCE IN THE PHILIPPINES.

Since the civil government took the place of the military regime four and a half years ago, the Manila *Advertiser* says, it has been the intention of that government, representing the American people, to foster the trade of the Islands and develop Philippine production. Much has been planned and written and said, and a few things have been done, but so far "Faith, Hope and Charity" have been our only receipt.

In order to get definite results, we need to take definite measures and actually do something besides talk. So long as Government officials indulge in dreams of future greatness rather than foster the trade that now exists we will have hard times.

What we mean is this. The present tariff regulations are probably fairly satisfactory. At least the officials in charge of their administration can not make or change the law in the case. They do however, in some cases have a considerable leeway in interpretation, and frequently the personal discretion of the official determines the rate imposed.

In many cases it is not highly important which way an article is classified. The luxuries and refinements of life may be charged at a little higher rate without serious injury. It is the custom of all civilized countries to place a large internal revenue upon liquor and tobacco, and the tariff on importations is accordingly high. It may be inconvenient but it does not cripple the country, if the rate on clothing and some food stuffs is increased.

The development of production in the Islands is the beginning of prosperity and progress. If we can not get new ways of ploughing and threshing and stamping and marketing all the bananas and jute and wine inns in the next century will not rescue the archipelago from bankruptcy.

Agricultural machinery of all sorts should be admitted free of all duty. This means an act of congress and our hopes are not high for immediate relief. There is, however, room for a certain discretion in the classification of such machinery, and the importers ought to have the benefit of every doubt. There is little use of learned talk so long as the men in charge of this thing so long as to fix the rate at the highest possible notch and then insist on the case being referred to a court of arbitration. Meantime, the importers' good money is tied up without interest and he has no redress.

To an importer who has sold a lot of machinery expecting to get it through at 15 per cent, it makes a difference if, by some juggling of the rules, the rate increased to 25 per cent, after the goods arrive in port. This is "no import" to the official; the world over it is recognized that customs officials are the narrowest and most technical set of men to be found.

The situation is serious, and demands immediate relief. If there is authority anywhere to compel a more liberal construction of the regulations, it should be invoked and relief afforded. If we are going to develop the islands, we had better begin with some of the big fundamental laws in the system, and let the Admiralty take place about March. The Admiralty is keeping the details secret.

SHIPPING NOTES.

A shipping strike occurred last month at Trieste and extended to Fiume, where seven thousand men were idle and the shops closed. The strike at Fiume, however, was of brief duration, being promptly settled by employers granting the men's demands.

As proof of the developments of the German shipbuilding industry it is pointed out that when the present Director-General of the Norddeutsche Lloyd, Dr. Wiegand, in 1892, joined the company's board, the aggregate tonnage of the company's vessels amounted to 196,000 tons, of which 70 per cent, were built at British shipyards. At present the aggregate tonnage of the North German Lloyd has risen to 673,557 registered tons, of which 80 per cent, were built at German shipyards. The aggregate power of the company's fleet amounts to 518,425 horse-power, of which 83 per cent, have been obtained from the engine-shops of German shipyards.

The *Daily Mail Year Book* makes its sixth appearance. It is described as "a handbook to all the questions of the day for 1906." Useful information is given on a variety of topics, and as a book of reference will doubtless be found acceptable to a large number of those interested in home and foreign politics.

While the Russian steamer *Jupiter*, which arrived from Odessa, was being berthed at Borneo Wharf, Singapore, recently a collision occurred between her and the German mail steamer *Bayern*, which was lying at section eight. The *Jupiter* was being taken into her birth astern of the *Bayern* by Pilot Storck, when she did not go astern at a critical moment, though the pilot gave the order to put the engines astern. The *Jupiter* swung up against the mail steamer and her port anchor went away the starboard stanchions and ten feet of the *Bayern's* rail, but beyond this nothing serious was done and the *Jupiter* was eventually safely berthed. The *Jupiter*, which is bound for Vladivostok with a general cargo, only called at Singapore for provisions and 800 tons of coal. It will be remembered she was one of the vessels which accompanied the ill-fated Baltic armada.

Last week, says the *Japan Chronicle* of the 27th ult., the western department of the Japan Steamship Owners' Association held meetings in Osaka and considered a proposal to incorporate themselves into one company. The proposal was unanimously supported, and the members present represented about 80,000 tons. This will total 130,000 tons when the steamers owned by the members of the eastern department of the Association are added. A committee has been appointed to attend to the flotation of the company, the whole of the Association having agreed to the incorporation. It is stated that some of the owners are not in a position to be content with receiving shares in the new company. They are in want of cash, and how money will be raised for such requirements will be determined afterwards whether by foreign loan or by preference shares.

Another interesting fact brought out by the above investigations is the importance of the growth of those clear-water sea-weeds known as *milhippos*, in the formation of true coral reefs. Where these do not occur, though there may be luxuriant coral growth, no true reefs are found. In some parts there is a mere spread of coral over the granite.

Together with the Maldives Islands, the Chagos Archipelago, and the Saya de Malha Banks, the Seychelles form a sort of connecting link between Madagascar and India. It is thought by many that these islands and sunken banks indicate a former land connection between Africa and India. This suggestion is strengthened by the distribution of that peculiar family of monkeys, the Lemurs, which, having their headquarters in Madagascar, are found also in India and Africa. The supposed ancient Indo-African continent is for this reason sometimes spoken of as Lemuria.

Again, it has been thought by some students of bird migration that the lines of flight followed by many species in passing between their summer and winter quarters lie along ancient land connections. And evidence of this sort is not wanting for the land bridge between Madagascar and India. The orang-utan, *homo anamensis*, breeds in Siberia, Mongolia, and North China, and spends the winter in India and South Africa. Those which reach Africa are supposed to go by the Maldives Islands, the Chagos Archipelago, and the Saya de Malha Banks—in other words, by the line of elevation in the ocean of which the Seychelles form a part. The ancestors of the bird are supposed to have come over by the old land connection, and as this was gradually submerged, their descendants continued to follow the same line.

THE DEVELOPMENT OF MANCHURIA.

A JAPANESE INVESTIGATION COMMISSION.

The Japanese Government has organized, says the *Japan Chronicle*, what is called the Manchuria Investigation Commission. General Kodama is at the head of the Commission, the other members consisting of the Vice-Ministers and Bureau chiefs of various departments.

The Commission has already held meetings at which ways and means for the proposed investigation in Manchuria were discussed, but it will be some time before the plans of the Commission will be actually carried out.

Apart from the Government work, it is important for those who are interested in Manchuria that full inquiries as to the natural resources, etc., of the country should be undertaken with as little delay as possible.

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THE WITHDRAWAL OF TROOPS FROM MANCHURIA.

The withdrawal of the Japanese Army from Manchuria is going on apace. A vernacular contemporary observes that headquarters of all army corps have already returned, and the last of the headquarters of army divisions is expected to leave Tientsin by the middle of April.

The prompt action of the Japanese army in the withdrawal has fully demonstrated the perfect order and discipline prevailing. On the other hand, the movement of the Russian army is very slow. So far no more than four army corps have left Manchuria, and even then they have only quitted the soil of Manchuria. More than half those forces are still remaining in the seaboard districts of Siberia. A large proportion of the total force of the Russian army in Manchuria will remain there after the completion of the withdrawal by the Japanese.

It had wasted its ammunition in long-range firing on August 10th at Tsushima it closed to short range and fired slowly. On August 10th it failed to pursue. At Tsushima it pursued with an energy which has never been paralleled. It can strongly recommend this excellent book to the notice of British officers.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to the MANAGER.

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Hongkong, 7th March, 1906. 574

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Hongkong, 8th March, 1906. 581

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NO. 2 ANTRIM VILLAS, Des Voeux Road, Kowloon. A Five-Roomed House. Apply to— HUGHES & HOUGH, Des Voeux Road. Hongkong, 8th March, 1906. 582

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for the year ending 31st December, 1904, declared at To-day's Ordinary Annual Meeting, will be paid at the HONGKONG and SHANGHAI BANKING CORPORATION, and Hongkong Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Offices, KING'S BUILDINGS, Connaught Road, after 10 A.M. To-morrow JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th March, 1906. 583

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the CITY HALL, on MONDAY, the 12th March, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE.

Secretary.

Hongkong, 24th February, 1906. 584

GREEN ISLAND CEMENT CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, ST. GEORGE'S BUILDING, Chater Road, Victoria, Hongkong, on SATURDAY, the 24th day of MARCH, 1906, at 11.30 o'clock A.M., when the subjoined Resolution which was passed at an Extraordinary General Meeting held on 7th March 1906, will be submitted for confirmation.

RESOLUTION.

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 500,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the first day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association."

SHEWAN TOMES & CO.

General Managers.

Green Island Cement Co., Ltd.

Hongkong, 7th March, 1906. 585

DOUGLAS STEAMSHIP COMPANY, LIMITED.

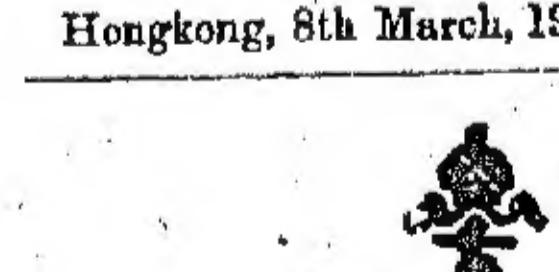
FOR SWATOW.

THE Company's Steamship "HAIMUN," Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 9th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 8th March, 1906. 586



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

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THE Company's Steamship

"PERSIA," Captain Craggieto, will be despatched as above on MONDAY, the 2nd April, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

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SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 8th March, 1906. 108

INTIMATIONS

JUST OUT.

ARROWSMITH'S BRISTOL LIBRARY.

THE VAMPIRE NECESSIS

And other weird stories of the China Coast, By "DOLLY" (author of "China Coasters," etc.).

PRACTISED NOVEL READERS in want of a relish, allow the Baron to recommend you "THE VAMPIRE NECESSIS," which will hold you enthralled for just about an hour before going to bed.—London Punch.

Of Messrs. KELLY & WALSH, and J. C. LOGAN & CO., and Booksellers.

Price \$1.

Hongkong, 7th March, 1906. 574

AUCTIONS

[BY ORDER OF THE MORTGAGEE].

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

ON MONDAY, the 12th March, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, in Ice House Street,

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES registered in the Land Office as INLAND LOT No. 576 and FARM LOT No. 63.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENSKEEN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$88.

Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st March, 1906. 528

[BY ORDER OF THE MORTGAGEE].

PARTICULARS AND CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY, Known as "THE METROPOLIS HOTEL," to be sold by

PUBLIC AUCTION,

ON THURSDAY, the 15th day of March, 1906, at 3 P.M., at his SALE ROOM, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an Area of 207,900 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, Subject to the payment of the Annual Crown Rent of \$478 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For further particulars and conditions of sale apply to

F. X. D'ALMADA & CASTRO, Vendor's Solicitor,

or to

MR. GEO. P. LAMBERT, Auctioneer.

Hongkong, 1st March, 1906. 529

ENTERTAINMENTS

NOTICE.

UNDER the distinguished Patronage of HIS EXCELLENCY SIR MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given in the THEATRE ROYAL, CITY HALL, on SATURDAY, the 10th March, at 9 P.M., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists:

MR. D. E. BROWN, Mrs. GORDON, MISS HUMPHREYS, MRS. KRUEGER, MR. CHALMERS, MR. GONZALEZ, MR. JOEL, MR. KOENIG, MR. LECKIE, MR. STEWART and MR. GRIMBLE.

Also, by kind permission of ADMIRAL BEKUSHING, the Band of the Flagship S.M.S. "FRIEDRICH BISMARCK" under Bandmaster KARL JESSEN will play Four Selections.

Tickets, \$2.00 each, may be had at Messrs. LANE, CRAWFORD & CO. (Music Dept.) and WM. POWELL, LTD.; also, of Members of the Ladies Committee of the Church or the Undersigned.

A. MACKENZIE, Hon. Secretary.

Hongkong, 2nd March, 1906. 541

SPAMPANIS EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

SATURDAY, THE 10TH MARCH,

GRAND MATINEE AT 3.30 P.M.

Children Admitted at Half-Price.

Plan at the ROBINSON PIANO CO.

E. SPAMPANIS, Proprietor and Director.

Hongkong, 7th March, 1906. 550

NOTICES OF FIRMS

NOTICE.

HAVING OPENED a BRANCH of our business at 11 and 12 Shaukiwan Road, Shaukiwan, we have appointed Mr. EMIL FISCHER Manager, who will sign the Firm per pro.

MACLEWEN, FRICKEL & CO.

Hongkong, 5th March, 1906. 559

NOTICE.

MR. RICHARD HANCOCK is authorised to sign the name of our Firm per pro.

SHEWAN, TOMES & CO.

Hongkong, 26th February, 1906. 502

NOTICE.

THE WING SUN & CO. of No. 54, Queen's Road Central, Hongkong, Tailors and Clothiers, and PUN HIU TUNG alias PUN MAN, recently of the same address, have given notice that the said PUN HIU TUNG has this day ceased to be a PARTNER in the WING SUN & COMPANY and has no longer any connection whatever with the said Firm.

Dated this 1st day of March, 1906.

WING SUN & CO.

PUN HIU TUNG.

54

Hongkong, 17th February, 1905. 122

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTER, WEGENER & CO.

sole Agents.

Hongkong, 17th May, 1905. 122

NOTICE.

THE HONGKONG DAILY PRESS, THURSDAY, MARCH 8TH, 1906.

THE CHINA FIRE INSURANCE CO., LIMITED.

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on MONDAY, the 12th March, 1906, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd February to the 8th instant, both days inclusive.

By Order,

SHIPPING.

ARRIVALS.

DAIJIN MARU, Japanese str., 900, H. Oht, 7th March—Tamsui, Amoy and Swatow 6th Mar., General—Osaka Shosen Kaisha. HAITAN, British str., 1,182 J. S. Ross, 7th March—Foochow 4th Mar., Amoy 5th and Swatow 6th, General—Douglas Lapak & Co. HUNAN, British steamer, 7th March, from Canton. KUHUA, British str., 1,228, W. O. Jones, 11th March—Shanghai 3rd March, General—Butterfield & Swire. MEEFOO, Chinese steamer, 7th March, from Canton. PALEMBANG, Dutch str., 2,200, Dalmeyer, 6th March—Pulauhang and Swatow 5th Mar., Kereng—Meyer & Co. TIENTSIN, British str., 3,949, F. E. Andrews, R.N.R., 6th March, Kowloon 28th February, General—P. O. S. N. Co. TIGRE, German gunboat, 300, V. Abele, 7th March—Swatow 6th March. WILLEHOLD, German str., 3,012, Ph. Obenauer, 7th March, Kobe 28th Feb., General—Mulchers & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
March 7th.

Apenrade, German str., for Hoihow.
Maur, German str., for Swatow.
Nanchang, British str., for Shanghai.
Palembang, Dutch str., for Palembang.
Tienkuo, British str., for Singapore.
Willeholt, German str., for Australia.

DEPARTURES.

March 8th.

HONGKONG, French str., for Haiphong.
March 7th:
CHANGSHA, British str., for Yokohama.
EMPEROR OF JAPAN, British str., for Vancouver.
GERA, German str., for Vladivostok.
HAYES, American str., for Taecon.
KUERKIAN, British str., for Canton.
KWANGTAO, Chinese str., for Canton.
KWANGSHAN, British str., for Swatow.
LOONGMOON, German str., for Shanghai.
MAD. RICKMERS, German str., for Bangkok.
SAMIA, German str., for Hamburg.
WINDSOR, British str., for Raouche.

SHIPPING REPORTS.

The British str. *Kinkaku* reports: From Shanghai to Lamock light to moderate northerly winds, fine weather and smooth sea, thence to port strong N.E. wind, moderate sea and clear weather.

The British str. *Heching* reports: Foochow to Amoy light variable winds, smooth sea and fine weather. Amoy to Swatow moderate N.E. winds and misty weather. Swatow to Hongkong moderate variable winds and fine weather.

VESSELS PASSED ANJER.
Feb. 15, German str. *Mulberry*, Prolin, Feb. 13, from Tilbury for Java.
Feb. 16, British str. *Fordham*, McDonald, Feb. 14, from Singapore for Calcutta.

Feb. 18, Norwegian str. *Providence*, Cornelissen, Feb. 16, from Singapore, for Christmas Island.
Feb. 18, German str. *Clemens*, from East.
Feb. 18, British str. *Glo-orden*, Scott, Feb. 18, from Batavia, for Newcastle.
Feb. 18, British str. *Pyrenees*, Davies, Feb. 18, from Batavia for Amsterdam.

VESSELS IN DOCK.

March 7th.

ABERDEEN DOCKS—Zafiro, Kowloon Dock—Vigilante, Laganian, Charles H. Dowling, Progress, Fathua, Seward, Wooribie, Jeefeld, Brantford, Petarch, Tsing Foo, U.S.A. Ohio.
COSMOPOLITAN DOCK—Australian.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

HAITAN.
Captain J. S. Ronch, will be despatched for the above Port TO-DAY, the 8th inst., at NOON. For Freight or Passage apply to DOUGLAS LAPAIKA & CO., General Managers.

Hongkong, 5th February, 1906. [564]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
THE Steamship

"SEMINOLE," Tons (6,000), will be despatched for the above Ports TO-DAY, the 8th March.
To be followed by the a.s.
"DAKOTA,"

12th April.
For Freight, apply to SHEWAN, TAMES & CO., Agents.

Hongkong, 6th March, 1906. [566]

FOR VLADIVOSTOK.

THE Steamship
"DR. HANS JURG KIAER," Captain Larson, will be despatched for the above Port TO-MORROW, 9th inst., at NOON.
The steamer has 1st Class accommodation for passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th March, 1906. [576]

NORDDEUTSCHE LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO," Captain F. Sembill, will be ready to lead on MONDAY, the 12th March, will leave on TUESDAY, the 13th March, at 9 A.M.
For Freight or Passage, apply to NORDDEUTSCHE LLOYD, MELCHERS & Co., Agents.

Hongkong, 6th March, 1906. [567]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship
"SEALDA," Captain J. Kilpatrick, will be despatched as above on TUESDAY, the 13th inst., at DAY-LIGHT.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th March, 1906. [568]

6.

THE HONGKONG DAILY PRESS, THURSDAY, MARCH 8TH, 1906.

VESSELS ADVERTISED AS LOADING

TO ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.			
SECTIONS.			
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
LONDON, &c., VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	G. Phillips
LONDON & ANTWERP VIA SINGAPORE, &c.	NUNUA	Brit. str.	F. J. Fox
LONDON & ANTWERP	BENVOOLICH	Brit. str.	Thomson
AMSTERDAM, LONDON & ANTWERP	ACHILLES	1 m.	
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	1 m.	
AMSTERDAM, LONDON & ANTWERP	DIOMED	1 m.	
AMSTERDAM, LONDON & ANTWERP	TEENKAI	1 m.	
AMSTERDAM, LONDON & ANTWERP	KINTUCK	1 m.	
AMSTERDAM, LONDON & ANTWERP	CALCHAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	OCHEANIN	1 m.	
AMSTERDAM, LONDON & ANTWERP	PRINZESS ALICE	1 m.	
AMSTERDAM, LONDON & ANTWERP	TEONTIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	LIBERIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SAXONIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SILUSTA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SENIGAMIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SEGOVIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	C. FRED. LAEISZ	1 m.	
AMSTERDAM, LONDON & ANTWERP	PERSIA	1 m.	
AMSTERDAM, LONDON & ANTWERP	PELEUS	1 m.	
AMSTERDAM, LONDON & ANTWERP	MACHAON	1 m.	
AMSTERDAM, LONDON & ANTWERP	HECTOR	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHIMOSA	1 m.	
AMSTERDAM, LONDON & ANTWERP	VERONA	1 m.	
AMSTERDAM, LONDON & ANTWERP	EMPEROR OF CHINA	2 m.	
AMSTERDAM, LONDON & ANTWERP	ATHENIAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	KEEMUN	1 m.	
AMSTERDAM, LONDON & ANTWERP	LYLA	1 m.	
AMSTERDAM, LONDON & ANTWERP	MINNESOTA	1 m.	
AMSTERDAM, LONDON & ANTWERP	ARAGONA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SEMINOLE	1 m.	
AMSTERDAM, LONDON & ANTWERP	GLENFARG	1 m.	
AMSTERDAM, LONDON & ANTWERP	PRINZ WALDENMAR	1 m.	
AMSTERDAM, LONDON & ANTWERP	VLADIVOSTOK	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA VIA SHANGHAI, &c.	1 m.	
AMSTERDAM, LONDON & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	PORTLAND, OREGON VIA SHANGHAI, &c.	1 m.	
AMSTERDAM, LONDON & ANTWERP	SAN FRANCISCO VIA PORTS	1 m.	
AMSTERDAM, LONDON & ANTWERP	CALLAO (PERU)	1 m.	
AMSTERDAM, LONDON & ANTWERP	AUSTRALIAN PORTS VIA MANILA	1 m.	
AMSTERDAM, LONDON & ANTWERP	AUSTRALIAN PORTS VIA MANILA	1 m.	
AMSTERDAM, LONDON & ANTWERP	PRINZ WALDENMAR	1 m.	
AMSTERDAM, LONDON & ANTWERP	VLADIVOSTOK	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA VIA SHANGHAI, MOJI & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	MOJI & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	JAPAN VIA SHANGHAI	1 m.	
AMSTERDAM, LONDON & ANTWERP	NEWCHWANG	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	2 h.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI	2 h.	
AMSTERDAM, LONDON & ANTWERP	MANILA	1 m.	
AMSTERDAM, LONDON & ANTWERP	MANILA VIA AMOY	1 m.	
AMSTERDAM, LONDON & ANTWERP	MANILA	1 m.	
AMSTERDAM, LONDON & ANTWERP	KUDAT & SANDAKAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	SINGAPORE, PENANG & BOMBAY	1 m.	
AMSTERDAM, LONDON & ANTWERP	SINGAPORE, PENANG & CALCUTTA	1 m.	
AMSTERDAM, LONDON & ANTWERP	BOMBAY VIA SINGAPORE & PENANG	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	2 h.	
AMSTERDAM, LONDON & ANTWERP	SWATOW	2 h.	
AMSTERDAM, LONDON & ANTWERP	MOJI	1 m.	
AMSTERDAM, LONDON & ANTWERP	KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	JAPAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	CHINTU	1 m.	
AMSTERDAM, LONDON & ANTWERP	TJIFANAS	1 m.	
AMSTERDAM, LONDON & ANTWERP	HUNAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	ANPING MARU	1 m.	
AMSTERDAM, LONDON & ANTWERP	OCEANA	1 m.	
AMSTERDAM, LONDON & ANTWERP	KIUKIANG	1 m.	
AMSTERDAM, LONDON & ANTWERP	CHOISUNG	1 m.	
AMSTERDAM, LONDON & ANTWERP	POONA	1 m.	
AMSTERDAM, LONDON & ANTWERP	MOJI	1 m.	
AMSTERDAM, LONDON & ANTWERP	KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA VIA SHANGHAI, MOJI & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	MOJI & KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	JAPAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	CHINTU	1 m.	
AMSTERDAM, LONDON & ANTWERP	TJIFANAS	1 m.	
AMSTERDAM, LONDON & ANTWERP	HUNAN	1 m.	
AMSTERDAM, LONDON & ANTWERP	ANPING MARU	1 m.	
AMSTERDAM, LONDON & ANTWERP	OCEANA	1 m.	
AMSTERDAM, LONDON & ANTWERP	KIUKIANG	1 m.	
AMSTERDAM, LONDON & ANTWERP	CHOISUNG	1 m.	
AMSTERDAM, LONDON & ANTWERP	POONA	1 m.	
AMSTERDAM, LONDON & ANTWERP	MOJI	1 m.	
AMSTERDAM, LONDON & ANTWERP	KOBE	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA	1 m.	
AMSTERDAM, LONDON & ANTWERP	SHANGHAI	1 m.	
AMSTERDAM, LONDON & ANTWERP	YOKOHAMA VIA SHANGHAI, MOJI &		

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEENKAI"	On 8th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"ANCHISES"	On 24th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 4th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 11th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 14th April.
GLASGOW and LIVERPOOL	"TEUGER"	On 14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 28th April.

HOMWARDS.

TO	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.

TAKING CARGO for Liverpool at London Rates.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"KEEMUN" "TEUGER" "TYDEUS"	On 21st March. On 18th April. On 16th May.
HAMA		
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS" "NINGCHOW"	On 25th March. On 25th April.
For Freight, apply to		

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 5th March, 1906.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
NEWCHWANG	"HUNAN"
AMOY, MANILA and ILOILO	"SUNGKIAO"
SHANGHAI	"KIUKIANG"
MANILA	"TEAN"
MALAYA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"

* CHINGTU On 2nd April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 8th March, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING	DESTINATIONS	SAILING DATES
TAMSUI via SWATOW	"DALIN MARU"	SUNDAY, 11th Mar.	H. OHTA	10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"ANPING MARU"	About SATURDAY,	K. KOBAYASHI	10th Mar.
+ SHANGHAI via SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	THURSDAY, 16th Mar.	T. NEMOTO	10 A.M.
• These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.				
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.				
For Freight, Passage, and further information, apply at the Company's local Branch Offices at No. 8, Des Voeux Road Central.				
Hongkong, 24th February, 1906.				
T. ARIMA, Manager.				[14]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and HAITIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TEUTONIA	HAMBURG	On 14th Mar. Freight.
Capt. Oesterreich (Calling at Singapore)		
LIBERIA	HAMBURG	On 16th Mar. Freight.
Capt. Kier (Calling at Singapore)		
SAKONIA	HAVRE and HAMBURG	On 19th Mar. Freight.
Capt. Sacha (Calling at Singapore, Penang and Colombo)		
SILESIA	HAVRE and HAMBURG	On 31st Mar. Freight & Passengers.
Capt. Böthe (Calling at Singapore, Penang and Colombo)		
SENEGAMBIA	HAVRE and HAMBURG	On 18th April. Freight.
Capt. Peter (Calling at Singapore, Penang and Colombo)		
SEGOVIA	HAVRE and HAMBURG	On 2nd May. Freight.
Capt. Schönfeld (Calling at Singapore, Penang and Colombo)		
C. FERD. LABECK	HAVRE and HAMBURG	On 16th May. Freight.
Capt. Meyerbrock (Calling at Singapore, Penang and Colombo)		
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidsides. Lighted throughout by electricity. Duly qualified doctor and stewardess are carried.		
For Further Particulars apply to		

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, KING'S BUILDING.

12

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG,

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

STEAMERS	1906
PRINZESS ALICE	WEDNESDAY ... 14th March
BAUERN	WEDNESDAY ... 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY ... 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 25th April
SACHSEN	WEDNESDAY ... 9th May
PRINZ HEINRICH	WEDNESDAY ... 23rd May
ROON	WEDNESDAY ... 6th June

ON WEDNESDAY, the 14th day of MARCH, 1906, at NOON, the Steamship

"PRINZESS ALICE," Captain Ch. Pollock, with MAILS, PASSENGERS,

SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, or MONDAY, the 12th March. Cargo and

Spoils will be received on Board until 5 P.M. on TUESDAY, the 13th March, and Parcels

will be received at the Agency's Office until NOON, or TUESDAY, the 13th March.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linens can be washed on board.

RATES OF PASSEAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA and GIBRALTAR 1st Class 2nd Class 3rd Class

91 0 0 242 0 0 222 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 1st Class 2nd Class 3rd Class

65 0 0 44 0 0 24 0 0

return 65 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ 1st Class 2nd Class 3rd Class

64 0 0 44 0 0 26 0 0

return 115 0 0 73 0 0 47 0 0

VIA BREMEN or SOUTHAMPTON 1st Class 2nd Class 3rd Class

68 0 0 48 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's

expense.

TOUE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from

SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey

POST OFFICE NOTICES.

The following may now be obtained at the General Post Office counter:
Postal Guide for 1906 30 cents
Postal Post Tariffs 20

The Ocean, with the English mail of the 9th February, left Singapore on Saturday, the 3rd instant, at noon, and may be expected here to-day, at daylight. This packet brings reply to letters despatched from Hongkong on the 9th January, and the parcel mail closed in London for despatch by the all sea route on the 31st January, and for despatch overland on the 7th February.

E.C. A. Mail for MACAO, is despatched per s.s. *Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

E.C. Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NAMTO, SANHUE, **KUMMOON**, **SAMSHUI**, and **WUCHOW** are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. **No mails are despatched to these places on Saturday evenings, unless previously notified.**

MAILS WILL CLOSE

FOR	PER	DATE
Swatow, Amoy and Foochow		
Kwong Chow Wan		
Saigon		
Macao		
Singapore, Penang and Calcutta		
Saigon		
Shanghai		
Kobe and San Francisco		
Swatow		
Vladivostok		
Macao		
Amoy and Manila		
Manila		
Newchwung		
Amoy, Manila and Hollis		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).
The Parcel mail will be closed on Friday the 9th inst., 5 p.m.

Macao
Shantung
Singapore, Penang and Bombay
Shanghai
Kota
Kudat and Sandakan
Singapore, Penang and Calcutta
Manila
Kobe, Yokohama and Portland
Amoy, Manila and Hollis

EUROPE, &c., India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

Shanghai, Nagasaki, Kobe, Yokohama and Seattle
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
Manila

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

TO-DAY.
Ordinary Meeting of the China Fire Insurance Co., Ltd, noon.
Spamini's European Circus, Causeway Bay, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—
Telegraphic Transfer 2.04
Bank Bills, on demand 2.04
Bank Bills, at 30 days' sight 2.09
Bank Bills, at 4 months' sight 2.14
Credits, at 4 months' sight 2.02
Documentary Bills, 4 months' sight 2.04

ON PARIS—
Bank Bills, on demand 2544
Credits, at 4 months' sight 254

ON GERMANY—
On demand 207

ON NEW YORK—
Bank Bills, on demand 494

Credits, 60 days' sight 504

ON BOMBAY—
Telegraphic Transfer 1502

Bank, on demand 1514

ON CALCUTTA—
Telegraphic Transfer 1503

Paid, on demand 1514

ON SHANGHAI—
Bank, at sight 714

Private, 30 days' sight 724

ON YOKOHAMA—On demand 99

ON MANILA—On demand—Peso 99

ON SINGAPORE—On demand 161 p.c.p.m.

ON BATAVIA—On demand 1212

ON HAIKONG—On demand 34 p.c.p.m.

ON SAIGON—On demand 3 p.c.p.m.

ON BANGKOK—On demand 612

SOVEREIGN, Bank's Buying Rate 9.85

GOLD LEAD, 100 fine, per tael 51.70

BAR SILVER, per oz. 203

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. str. *Ocean* left Singapore for this port on the 3rd March, at noon, and is due here to-day, at 5 a.m.

THE AMERICAN MAIL.
The P. & O. str. *Mongolia* sailed from Shanghai on Tuesday, March 6th, at 5 p.m., and may be expected here to-day, about 5 p.m.

The P. & O. str. *China* left Yokohama on the 5th inst., and may be expected to arrive here on the 17th inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinzess Alice* left Kobe via Nagasaki and Shanghai on Sunday, 4 p.m., the 4th inst., and may be expected here on or about Tuesday, the 13th inst.

The I.G.M. str. *Prinz Regent Luitpold*, carrying the German Mails with dates from Berlin of the 13th February, left Colombo on Saturday, p.m., and may be expected here on or about Wednesday, the 14th inst.

ARRIVAL AT HOME.

March 6th—*Pak Ling*.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Coast Ports, Messrs.

Roberts, Mandu and Puddephat.

Per *Witchell*, from Kobe, Mr. and Mrs.

Guiness and Miss Evans.

OPIUM.

March 7th.

Quotations are— Allowances not to I. Catty.

Malwa New \$1000 to — per picul.

Malwa Old \$1050 to —

Malwa V. Old \$1100 to —

Persian fine quality \$1050 to —

Persian extra fine \$1100 to —

Patau New \$895 to — per catt.

Patau Old \$875 to —

Peru New \$8374 to —

Peru Old \$825 to —

JOINT STOCK SHARES.

Hongkong, March 7th.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shanghai \$135 \$860, sellers

National B. of China London, 291.

A. Sharpe 26 \$8, buyers

Bell's Asbestos E. A. 126.04 \$7, buyers

China-Borneo Co. \$12 \$10, sellers

China Light & P. Co. \$10 \$9, sellers

China Provident \$10 \$9, sales & sellers

Cotton Mills—

Ewo Feb. 50 \$10, buyers

Hongkong Feb. 50 \$10, sales & buy.

International Feb. 75 \$10, 6, 8, 9

Laon Kung Mow Feb. 100 \$10, 6, 7

Soyeho Feb. 500 \$10, 275,

Dairy Farm Feb. 50 \$10, sales & buy.

Docks and Wharves—

Farnham, B. & Co. Feb. 100 \$10, 118.

H. K. Wharf & G. Feb. 50 \$108, sellers

H. & W. Dock Feb. 100 \$154, sellers

New Amoy Dock Feb. 100 \$15, x. d.

S'pore & H. Wharf Feb. 100 \$10, 225.

Feenwick & Co., Geol. \$25 \$224, sellers

G. Island Cement \$10 \$108, sellers

Hongkong & G. Gas \$10 \$176, buyers

Hongkong Electric \$10 \$103, sellers

Do Now \$10 \$16, sellers

H. H. L. Transways \$10 \$215, buyers

Hongkong Hotel Co. \$10 \$14, sellers

Hongkong Ice Co. \$25 \$230, buyers

Hongkong Rope Co. \$10 \$162, buyers

Hongkong S. Waterboat \$10 \$10, sellers

Insurances—

Canton \$50 \$362, buyers

China Fire \$50 \$80, buyers

China Traders \$25 \$95, buyers

Hongkong Fire \$50 \$320, buyers

North China \$25 \$16, 324.

Union \$100 \$320, buyers

Yangtze \$50 \$180.

Land and Building—

Hongkong Land Inv. \$100 \$112, sellers

Humphrey's Estate \$10 \$14, sales

Kowloon Land & B. \$30 \$37, sellers

Shanghai Land Feb. 50 \$10, 110, x. d.

WestPoint Building \$50 \$53, sellers

Mining—

Charbonnages Feb. 250 \$400.

Raubs 15/10 \$34.

Philippine Co. 10 \$54, buyers

Esmeralda—

China Sugar \$100 \$312, sellers

Luzon-Nugra \$100 \$37, sellers

Steamship Companies—

China and Manila \$25 \$21, sellers

Douglas Steamship \$50 \$40, buyers

H. C. & M. & M. \$15 \$24, buyers

Indo-China S.N. Co. \$210 \$96, sellers

Shantung Transport Co. \$21 \$24.

Do. Preference \$10 \$210.

Do. Ferry \$10 \$32, sales

Do. New \$5 \$23.

Shanghai & H. D. Yeoing \$50 \$50.

South China M. Post \$15 \$15.

Steam Laundry Co. \$5 \$7, sellers

Do. \$5 \$6, sellers

Stores & Dispensaries—

Campbell, M. & Co.